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ASTORIA, OREGON, SUNDAY, OCTOBER 27, 1907

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RAILROAD OVER SEA

Florida East Coast Line Nearly Completed.

HURRYING ON TO HAVANA

Sea-Going Pullmans Early Next Year—Coral Insects Help Build a Railroad—Most Unique Feature in Engineering on Record.

NEW YORK, Oct. 26.—In the early days of next January it will be possible for the first time for Americans to make an ocean journey by rail. From a comfortable seat in a parlor car the traveler will be able to look out on one side across the rolling billows of the Atlantic and on the other side over the blue waters of the Gulf of Florida, the two commingling directly beneath the tracks themselves will be invisible, of course, so he can enjoy the novel sensation of going to sea by train.

Here and there the voyager by ocean railway will cross diminutive coral keys and at intervals he will traverse larger islets through groves of tangled palms. He will be set down at length on Knight's Key, the southernmost point in the United States, reached by rail, and the temporary terminus of the only seafaring railroad ever built. There he may step aboard a fast steamer and six hours later land in Havana, having traveled all but 115 miles of the distance from his starting point by train.

The effect, so far as the traveler is concerned, will be the same as if a wonder-working genie should pick up the Pearl

waste of sand into a thriving industrial section and the winter playground of the country, the only counterpart in the United States of the far-famed Riviera of Europe. Though sometimes spoken of as a hobby, his development of Ponce deLeon's land of perpetual youth has been conducted as a business enterprise pure and simple.

According to Mr. Flagler, himself, the scheme of carrying his railroad line out across the coral island to Key West and of conveying his trains from there by rapid car ferries directly to the Cuban capital, first took tangible shape in his mind during the Spanish war. At that time the certainty of closer political and trade relations between this country and Cuba became evident, as did the commercial and strategic importance of some means of quickly reaching the island republic from the United States. The dream grew in Mr. Flagler's mind and he directed that a survey be made by engineers to determine whether such a road as he imagined could be constructed. Maps, drawings and blueprints of the engineers were submitted, Mr. Flagler glanced at them hastily and turning to J. R. Parrott, vice-president of his railway and his right hand man in all his Florida undertakings, said:

"All I want to know is whether the road can be built."
"Yes; it can," replied Mr. Parrott.
"Then go ahead and build it," Mr. Flagler directed.

That was in 1905. Since then the dirt has been flying ceaselessly. Immense pile drivers have been sinking foundations, huge dredges have been sucking up sand from the bottom of the sea to construct a road bed, and an army of between 3,000 and 4,000 men has been pushing its way steadily southward from Miami out over the waves and the tiny islands towards Key West.

There was no precedent in the history of railway construction for the building of this sort of a road. Consequently the difficulties were many and the problems



A MID-OCEAN DOCK.
Temporary Terminal of the Sea-going Railroad, from Which Steamers Connecting With Trains Will Ply to Havana, 115 Miles Distant

of the Antilles and move it a hundred miles or more nearer to the United States. The journey to Cuba from New York or Chicago or any point in the eastern half of the country will be shortened in point of time nearly one-third. Leaving New York on any winter evening the traveler will be able on the second afternoon to step ashore in the Cuban capital, having made the entire trip in less than forty-eight hours.

This will be made possible by the opening to traffic of a section of the "railroad at sea" that Henry M. Flagler has been pushing out over land and water along the thickly dotted line of coral islands that curves from the Florida mainland southwest to Key West. When work was begun, about two years ago, it was announced that trains would be running in three years, but so rapidly has construction gone forward that already more than two-thirds of the distance has been covered, and the line is almost ready to be opened for more than 100 of the 154 miles of its projected length.

The building of this remarkable ocean highway is regarded by Mr. Flagler as the crowning achievement of the great development he has been carrying on in Florida. Though he has long been prominent in other great industrial enterprises Mr. Flagler's real work—or, at least, that in which he takes the keenest interest—has been transforming the eastern half of Florida from a barren

to be solved unusual. In the first place, it was necessary to assemble a veritable navy, including steamboats, tugs, lighters, hundreds of barges and bateaux, launches, floating derricks, pumps, pile drivers and repair shops, for, since this had to be utilized chiefly in its construction. The Florida keys traversed by the line are mostly uninhabited and afforded neither shelter nor support for the army of men employed. It was necessary to establish camps, transport supplies, build hospitals for the sick, and establish reading and club rooms in which the workers could find relaxation from the monotony of their isolated lives. In some cases big houseboats or floating dormitories were anchored in protected spots to serve as living quarters. Even the drinking water or must be transported in huge tanks on barges a distance of a hundred miles or more.

Nearly all the building materials, including the ingredients of the concrete, the timber for piling, the heavy stone for abutments, and the crushed stone for rip-rap work put in as a protection against the action of the waves, were brought to the points where they were used on barges towed by tugs and steamers. Only the ballast or filling for the roadbed was secured on the spot. On the various islands this was obtained by excavating and breaking up the coral rock, which makes a bed of gleaming white. Where the line crosses open water filling was obtained by the use of the bottom and dropped into the fill.

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huge pumps which sucked up sand from the bottom and dropped it into the fill. Thus the engineers forced Old Ocean to yield not only the right of way, but, as well, the construction material.

Although this extraordinary railroad will cross many islets between the mainland and the Key West, there are traversed some broad stretches of water where the traveler will be entirely out of sight of land. One of these is encountered when the line leaves Long Key. Here for two miles the tracks are laid on a concrete viaduct, each arch of which spans 50 feet, and trains will run 30 feet above the sea level of the open sea. There are two other similar stretches Knight's Key, to be crossed in like manner, but as they present no problems of construction that have not been solved already in the building of the Long Key viaduct, it is certain that no engineering obstacles will arise to prevent the completion of the work.

Knight's Key, which for the time being is to serve as the southern terminus of the ocean-going railway, and at which passengers will take the boat for Havana is 108 miles below Miami and 47 miles from Key West. From here to Havana the distance is only 115 miles, or but 25 miles further than from Key West. It has been selected for a temporary terminus not only because it is the point to which the road has been fully completed, but because the construction work which is being done here will provide a safe and commodious harbor for the use of steamers.

In explanation of the reason for beginning the operation of the train service from Knight's Key instead of from Key West, and a year earlier than date originally set, Vice-president Parrott said:

"In the middle of the past summer we found on taking stock that by concentrating our efforts and our working force on the section of the road above Knight's Key, we could have this portion completed and open to traffic by the middle of January, 1908. That is, we could put the road in operation and have it earning something during the coming season instead of allowing it to remain idle and unremunerative for another year. Practically 80 per cent of all the land work on the Key West end of the line has been completed so that there should be no difficulty in pushing the work forward to completion on its scheduled time."

One of the peculiar difficulties in the execution of Mr. Flagler's ambitious pro-

ject was the discovery that there was not sufficient space on the island of Key West to provide railroad yards, terminals and wharves. Accordingly a vast area is being filled in which will add approximately 170 acres to the area of the island. This space will be utilized for the six big piers which are to be built for the ferries plying between this point and Havana.

This ocean railway has in one sense been in course of construction far longer than any other line in existence. For thousands, perhaps hundreds of thousands, of years before the existence of America was known to the forbears of its present inhabitants myriads of tireless coral insects were rearing out of the depths of the ocean the islet which depths of the ocean the islets which form the stepping stones of this novel railway in its seaward course. For an equal period the wind and the waves have been at work piling up the sand which forms the abutments of the original structure. Only the finishing touches were left for the master mind of the American magnate to complete. And it may be added that these tiny insects and the elements are the only partners Mr. Flagler has had in his unique enterprise. Although the road, from the nature of its construction, is one of the most expensive ever undertaken, costing approximately \$100,000 per mile, the task of financing it is being borne entirely by the man who planned and is building it. It represents an expenditure of between \$15,000,000 and \$20,000,000 for the realization of an idea—the linking together of Cuba and the United States by the peaceful but effective bond of the steel highway.

How to Cure a Cold.

The question of how to cure a cold without unnecessary loss of time is one in which we are all more or less interested, for the quicker a cold is gotten rid of the less the danger of pneumonia and other serious diseases. Mr. B. W. L. Hall, of Waverly, Va., has used Chamberlain's Cough Remedy for years and says: "I firmly believe Chamberlain's Cough Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all agree with me." For sale by Frank Hart and Leading Druggists.

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